



# Illinois Department of Transportation

Division of Highways / District 4  
401 Main Street / Peoria, Illinois / 61602-1111  
Telephone 309/671-3333

March 30, 1998

RECEIVED

STUDIES & PLANS - PHASE I  
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)  
Macomb Area Study  
McDonough County  
Job No. P-94-152-91  
Catalog No. 031483-00

CHICAGO, IL

Mr. James Guibault  
15435 Highway 67  
Macomb, IL 61455

Dear Mr. Guibault:

Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

Currently, bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in further detail in regard to public input, environmental factors, geometrics, cost, traffic, and other associated impacts. A preferred alignment location will be presented at a public hearing tentatively scheduled for late summer of 1999. Your name has been included in our mailing list to be notified for future public meetings.

Thank you for your interest in proposed highway improvements in McDonough County. If you should have any further comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger  
District Engineer

By: A. C. Mills  
A. C. Mills  
Program Development Engineer

TAL/frs/s:\mgr2\winword\std&pins\lacy\letters\lail0057 *rsa*

Attach.

cc: Project File (T. Lacy)  
Parsons Brinckerhoff (Attn: W. Trachsel)



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CHICAGO, IL

Mr. Don Haley  
26 Elmo Drive  
Macomb, IL 61455

Dear Mr. Haley:

Thank you for attending the March 12, 1998 property owner meeting at the Wesley United Methodist Church in Macomb. Public input is an integral part of the analysis and selection of a bypass location.

Attached per your request is a copy of the handout for the Macomb Area Study Informational Meeting held on November 5 and 6, 1997, in Macomb and Carthage, respectively.

If you should have any questions or comments, please contact Tom Lacy at (309)671-3462.

Very truly yours,

D. E. Risinger  
District Engineer

By: A. C. Mills  
A. C. Mills  
Program Development Engineer

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cc: Project File (T. Lacy)  
Parsons Brinckerhoff (Attn: W. Trachsel)

A-71



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March 30, 1998

### STUDIES & PLANS - PHASE I

FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)

Macomb Area Study

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DISTRICT 4  
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Very truly yours,

D. E. Risinger  
District Engineer

By:

*A.C. Mills*

A. C. Mills  
Program Development Engineer

TAL/pc/s:\mgr2\winword\std&plans\lacy\letters\tail0058 *RSK*

Attach.

cc: Project File (T. Lacy)  
Parsons Brinckerhoff (Attn: W. Trachsel)

Truth & Keo Manning  
12190 N. 1050th Rd.  
Macomb, IL 61455

Craig & Donna Lant  
1225 E. Thomas  
Macomb, IL 61455

Ms. Mae Lou Henderson  
314 S. Randolph  
Macomb, IL 61455

Mrs. Carolyn Williams  
9450 E. 1200th  
Macomb, IL 61455

Mr. Don Haley  
26 Elmo Drive  
Macomb, IL 61455

Mrs. Judith Olson  
1 Marty Lane  
Macomb, IL 61455

A-72

**Macomb District #185 Early Childhood Programs**  
MacArthur School  
235 W. Grant, Macomb, IL 61455  
833-4273 or 837-1732



**Illinois Department of Transportation**

Division of Highways / District 4  
401 Main Street / Peoria, Illinois / 61602-1111  
Telephone 309/671-3333

May 11, 1998

Illinois Department of Transportation  
Division of Highways/District 4  
401 Main Street  
Peoria IL 61602-1111

ATTN: Mr. D. E. Risinger, District Engineer

Dear Mr. Risinger;

I am writing to express my concerns about the Macomb proposed southern bypass. An interchange at Johnson Street would bring an increase in traffic by MacArthur Early Childhood Center which is located on the corner of Johnson and Grant. MacArthur serves three and four year old public school students who are brought to school by bus or by parents. We also house the New Parent Program. This program brings parents with babies and children into our building for play groups and parenting classes during the day or in the evening. The entrance to our school is on Johnson Street.

A-73 I am concerned about the safety of our MacArthur students as well as the safety of the junior-senior high age students whose campus entrance is directly south of ours. Every day there are buses, cars, bike riders, and walkers coming to these two school buildings. A southern bypass with an interchange on Johnson Street would bring many more cars as well as numerous semi-trailer trucks past these two schools day and night. We use our buildings more than just during scheduled classroom hours. There are many after class activities as well as evening activities.

Over half of the school children in Macomb School District attend one of these two schools located next to each other on Johnson Street. An interchange on Johnson Street should not be built because the additional traffic it would bring would not be safe for any of our students.

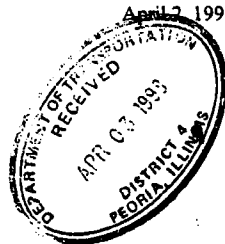
Please consider the safety of Macomb's children when discussing a proposed Macomb southern bypass and its interchange(s).

Sincerely yours,

*Sally Sallee*  
Sally Sallee  
Principal

IL 336/Macomb Study

Clark  
Anderson, R.  
Lacy  
Green  
Abbott  
Williams, L.  
Heeg



✓ TYPED

COPY	
DIST. ENGR.	
FILE	
ADMIN.	
IMPLEMENTATION	
LOC. ADS	
OPERATIONS	
PROGRAM DEVELOPMENT	✓
REPLY	
PREPARE REPLY FOR D.E. SIGN	
INVESTIGATE & REPORT	
RETURN	

STUDIES & PLANS - PHASE I  
FAP Route 315 (IL 336) & FAP Route 10 (U.S. 67)  
Macomb Area Study  
McDonough County  
Job No. P-94-152-91  
Catalog No. 031483-00

Ms. Sally Sallee, Principal  
MacArthur School  
235 W. Grant Street  
Macomb, IL 61455

Dear Ms. Sallee:

Thank you for your comments regarding the proposed study of bypass alternates in the Macomb area. In your letter you described your concern about the increased traffic on Johnson Street; should the southern bypass and an interchange at Johnson Street be constructed. As part of the Macomb Bypass Study, an origin-destination survey was performed to determine the volume and movement of traffic in the Macomb area in relation to the proposed bypass location. The potential traffic increase on local roads such as Johnson Street, along with associated impacts, is a significant factor to consider in the selection of a bypass location.

The preliminary alternate alignments and their corresponding impacts will be presented at the McDonough County Board meeting scheduled for May 20, 1998. Representatives from the Department of Transportation, the Macomb City Council, and the McDonough County Board will be present at the meeting, which is open to the public. The purpose of the meeting is to provide project information to the public and elected officials. After the County Board meeting, exhibits will be available for public review and comment. A public hearing will be held in late summer of 1999 to give the public an opportunity to comment on the final alternate alignment decision.

Currently, several bypass alternates in the northwest, northeast, and southern quadrants around Macomb are being evaluated in regard to environmental factors, geometrics, cost, traffic, residential displacement, commercial development, access, route continuity, and other associated impacts. In order to provide a comprehensive study, all quadrants around Macomb are being evaluated.

Thank you for your concern for traffic safety and the study of bypass alternatives. Your concerns can be discussed in more detail at the upcoming County Board meeting. If you have any further comments, please contact Paul Heeg at (309)671-3462.

Very truly yours,

D. E. Risinger  
District Engineer

By: A.C. Mills  
A. C. Mills *mc*  
Program Development Engineer

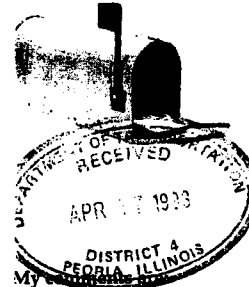
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cc: Project File (P. Heeg)  
Parsons, Brinckerhoff (Attn: W. Trachsel)

A-74

April 8, 1998 Meeting with Citizens concerned about Macomb Northwest Bypass

## We want your comments on the proposed Illinois Route 336 project



We encourage you to make your views a part of the official record. The Illinois Department of Transportation is providing the attached postage-paid envelope and this page for you to send us your comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments.

I live immediately west of the proposed by-pass route. My first choice would be a by-pass only on the east side of town since the majority of the traffic goes north and south on route 67. East-west traffic could utilize the 136 four-lane through town which was a \$15 million decision made a few years ago that has benefited the city and its businesses.

According to the WIU Fact Book 1997, the majority of student related traffic coming into Macomb (82%) uses 67 as access (73% north and 9% south). An additional 10% comes from the east and only 6% from the west. This does not include McDonough residents.

Environment was and is my biggest concern and also that of my friends. I intend to leave my farm to be managed by a wildlife trust as does my friend across the river. The road would not go through my land but would be close enough to impact it; however, it would go right through hers. And neither of us could leave it to wildlife if we have to move because we do not have that kind of money.

The noise factor is a big concern of mine because even now when heavy equipment is working across the river, even up the hill, it sounds as if it is in my backyard. Paula Green talked about the noise factor at the meeting but you don't realize until you live here how much noise is intensified up and down the river valley over that on the prairie. I have lived both places and know that all those living along the valley and probably the suburbs of Georgetown and Meadowbrook would be impacted.

I helped compile the attached sheet for our meeting and agree with the reasons listed there concerning economics, engineering and environment.

Enclosed you will find two other sheets. One has comments concerning construction conversations with Tom Lacy at our meeting. Please pass on to him after reading. The other has comments as per my conversations with Paula Green at the meeting. Please pass these on to her after reading. Thank you for your consideration.

Please print:

Name Dolores Hinds  
Address 12221 E. 820th Street  
City Colchester, IL 62326 Zip Code \_\_\_\_\_  
Phone No. (309) 836-6311

Illinois Department of Transportation  
Division of Highways/District 4  
D.E. Risinger, District Engineer  
401 Main Street  
Peoria, Illinois 61602-1111  
(309) 671-3333

*D. Hinds*

# REASONS AGAINST BUILDING A NORTHWEST BYPASS AROUND MACOMB

## I. ECONOMICS

- The industrial park is east of Macomb
- Manufacturers and big business requiring truck traffic are east of town
- The hospital would be more quickly accessed from the south or east
- Car dealerships and services are important to be seen by motorists- again east
- The city could more easily annex businesses to the east for tax purposes
- Connections to existing routes east and south would be closer from the south
- Routes 136 and 67 are existing corridors

## II. ENGINEERING

- Less complicated building on south side, therefore, less expensive
- Hills, river, wetlands, timber on the northwest side
- Crosses the Lamoine flood plain, therefore, more expensive northwest due to building of bridges and dikes (two bridges will already be built on the east)
- Southern route is historic (as shown in County Highway Office which shows south bypass FAP 407 and east bypass FAP 413 as the first and only preferred bypasses over 20 years ago)

*built up road bed.*

## III. ENVIRONMENT

- Destroys wetlands which must be replaced. According to recent wildlife studies, those which have been replaced are not comparable.
- Destroys timber which leaves at least a 20 year lag in replacing and with it
- Destroys wildlife habitat for ducks, geese, deer, turkeys (which were recently re-introduced), other birds and smaller wildlife
- Destroys prairie, including a stand of tall-grass prairie such as the one being replanted near Spring Lake. Again, habitat for many of the above plus migrating monarch butterflies as well as bees which are important for pollination of foods
- Creates road hazards from wildlife, especially deer which have been seen in herds of as many as 30 or more
- Fragments the Argyle-Spring Lake wildlife corridor. The Pileated woodpecker and six other species of birds found here are highly sensitive to habitat fragmentation. Eleven other species are moderately sensitive.
- Four endangered birds and three which are threatened have been spotted here and six of the seven are documented on McDonough County spring bird counts.

(The only pro we can think of is that it would be closer access to 67 north which creates no benefits for the city of Macomb and destroys much needed wildlife habitat)

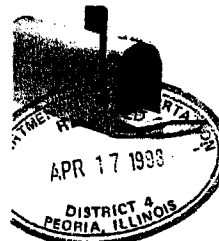
WHAT YOU CAN DO NOW: Write or call the following people:

1. D. E. Risinger, Dist. Engineer, Illinois Dept. of Transportation, Division of Highways/District 4, 401 Main Street, Peoria, IL 61602-1111 -- 309-671-3333
2. Chuck Gilbert, Chrm. McDonough County Board, Court House, Macomb -- 837-3208
3. Mayor Tom Carper, 232 E. Jackson St., Macomb, IL 61455 -- 833-2558
4. Bruce Biagini, City Attorney, 232 E. Jackson St., Macomb -- 833-4373
5. Sheila Dye, Macomb Area Chamber of Commerce, 804 W. Jackson, Macomb -- 837-4855
6. Representative Rich Meyers, 331 N. Lafayette St., Macomb -- 836-2707
7. Senator Laura Kent Donohue, 331 N. Lafayette St., Macomb -- 837-2099

(Return petitions to Randy Downey by Sunday, April 12 at 8629 N. 1250th Road, Colchester, 62326 (name on box) -- 837-1810)

April 8, 1998 Meeting with Citizens concerned about Macomb Northwest Bypass

**W**e want your comments on the proposed Illinois Route 336 project



We encourage you to make your views a part of the official record. The Illinois Department of Transportation is providing the attached postage-paid envelope and this page for you to send us your comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Space is provided on this page for you to provide comments.

My comments are:

When talking with Mr. Lacy about going through Macomb instead of around it, he said that there would be too much increased traffic in the future and that we would be asking for more stop lights. There undoubtedly would be some traffic increase and there would probably be a future need for lights at a couple more crossings regardless of a bypass or not; however, the cost of a few stop lights would be a mere pittance of the cost of construction of one section of highway. We think that money could be better used to improve existing roads.

Mr. Lacy also mentioned that it would be 15 miles around the south and only a little over three through Macomb, therefore, trucks would take the short cut. He, however, was counting from Deere Road where the proposed 336 ends and probably counted to University Drive. To be fair, one must start at the same place for all trucks and that is where they have to make the decision to come through town or bypass to the south if the road goes there. This point would be where 336 would turn north or they would continue east on the southern bypass and it must be measured to where the bypass comes back into 67 north, just north of Springlake Road. (see highlights on map enclosed) This measures 8 1/2 to 9 miles through town and I can't measure the south bypass but will take his word at it.

I believe that trucks would rather keep their speed up and go around town than to negotiate two sharp turns, five stop lights and two railroad tracks at a slower speed even though it may be a little closer. Timewise, I estimate they could save up to four minutes if they drove above the speed limit and hit all lights "go". With stopping for one to five lights they could lose a few minutes; however, if they stopped for a train, they would lose 10 to 20 minutes.

Also, if you didn't want the truck traffic in town, a sign could be put up directing them to use the bypass. Such a sign can be seen when coming into Peoria from the north on I-74 which says "Thru trucks must use I-74". Such a sign here could read, "Thru trucks must use South Bypass".

case print

Illinois Department of Transportation  
Division of Highways/District 4  
D.E. Risinger, District Engineer  
401 Main Street  
Peoria, Illinois 61602-1111  
(309) 671-3333

name Dolores Hinds  
address 12221 E. 820th St.  
Colchester, IL 62326  
city Colchester, IL 62326 Zip Code \_\_\_\_\_  
phone No. (309) 836-6311

*D. Hinds*



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May 11, 1998

## STUDIES & PLANS - PHASE I

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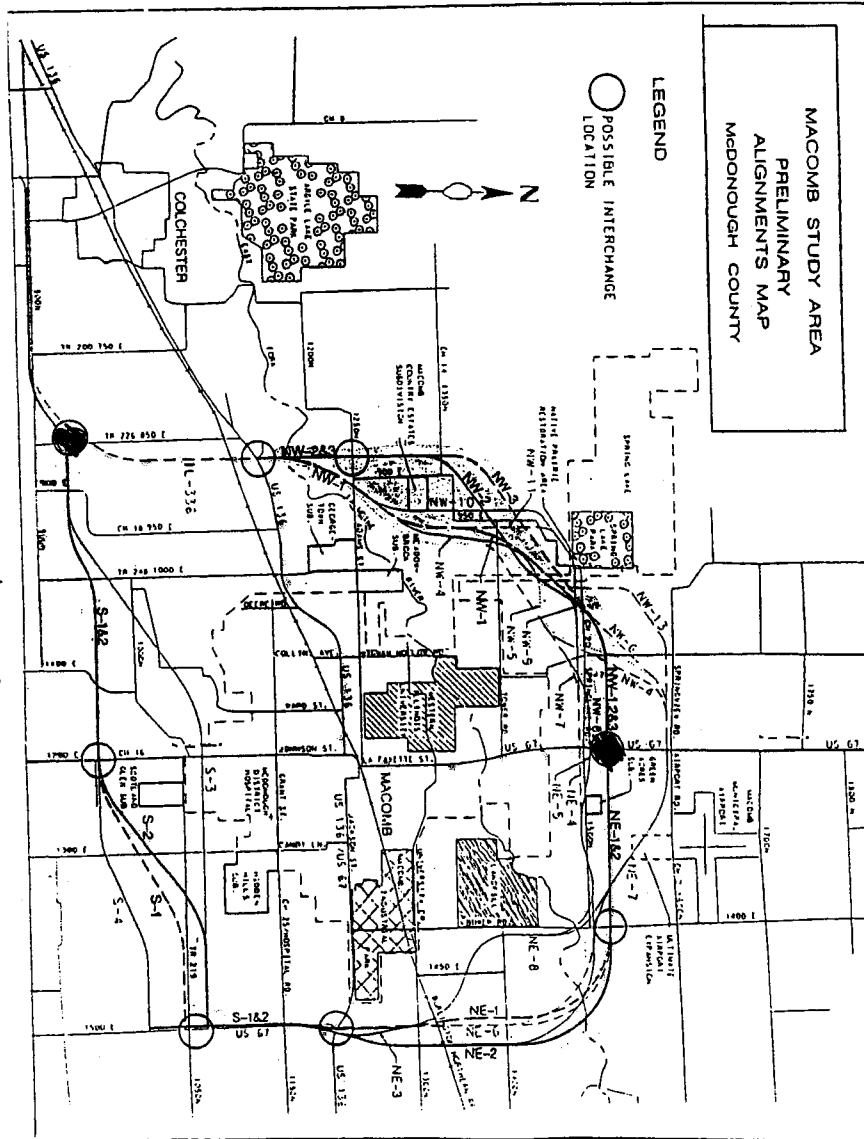
Ms. Delores Hinds  
12221 East 820th St.  
Colchester, IL 62326

Dear Ms. Hinds:

Thank you for your comments regarding the proposed study of bypass alternates in the Macomb area. In your letter you described your concern about the bypass impacts on the environment. You also expressed concern about the increased noise level in the northwest area should the northwest bypass be constructed. Environmental impacts, including noise pollution, are an integral part of evaluating the location of alignment alternates.

The preliminary alternate alignments and their corresponding impacts will be presented at the McDonough County Board meeting scheduled for May 20, 1998. Representatives from the Department of Transportation, the Macomb City Council, and the McDonough County Board will be present at the meeting, which is open to the public. The purpose of the meeting is to provide project information to the public and elected officials. After the County Board meeting, exhibits will be available for public review and comment. A public hearing will be held in late summer of 1999 to give the public an opportunity to comment on the final alternate alignment decision.

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*Interchange  
Through town  
A-76 with west bypass  
(down 7' level & river  
down 7' level & river  
down 7' level & river  
down 7' level & river)*

Thank you for your concern for environmental impacts and the Macomb Bypass Study. Your concerns can be discussed in more detail at the upcoming County Board meeting. If you have any further comments, please contact Paul Heeg at (309)671-3462.

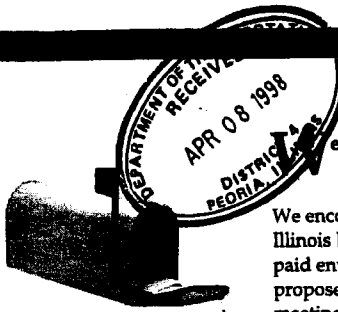
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D. E. Risinger  
District Engineer

By: A.C. Mills  
A. C. Mills  
Program Development Engineer

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cc: Project File (P. Heeg)  
Parsons, Brinckerhoff (Attn: W. Trachsel)



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My comments are:

*My family and I have lived on South Johnson Road for about 25 years and although the proposed South Bypass would not impact my property directly, I do believe this route will create some very dangerous possibilities. There will be a large increase in traffic on road that is already fairly busy. Some of this increase will be truck traffic. All along this road are school bus stops with children waiting to be picked up and delivered back home. There is one high school, 2 grade schools (MacArthur & St. Pauls) and a Jr. College along this route. There is a lot of slow moving, seasonal farm equipment that travels this route. This is a favorite road for joggers, walkers, both the high school and W.T.H. cross-country track teams use South Johnson for training and its rare not to see bicyclists. It should also be noted there is a trailer court, a neighborhood with children (Horseshoe Lane) a community theater, a ball diamond and a football field that all directly access South Johnson St. and South Johnson Road. I would like to encourage you to consider the North Route around Macomb where the major loss could be trees instead of loss of life.*  
*Richard L. Hart*

Please print:

Name Richard L. Hart  
Address 9980 East 1300<sup>th</sup> Street  
City Macomb Zip Code 61455  
Phone No. (309) 837-1318  
work 309-833-4101 ext. 3447

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McDonough County  
Job No. P-94-152-91  
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Mr. Richard Hart  
9980 East 1200th St.  
Macomb, IL 61455

Dear Mr. Hart:

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Page 2

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Very truly yours,

D. E. Risinger  
District Engineer

By: A. C. Mills  
A. C. Mills  
Program Development Engineer

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A-78